CHAPTER 8
RECONSTITUTION

This fifth phase of MPF operations is referred to as *reconstitution*. It involves regenerating and replenishing the MPE/S to attain the PO and reestablish the warfighting capability aboard the MPS as rapidly as possible upon completion of MAGTF employment operations. MPS reconstitution may include replenishing equipment and supplies from the CONUS.

Detailed planning for reconstituting the MPF is the responsibility of the designated MARFOR commander supported by augmentation from the supporting establishment. Specific intheater reconstitution objectives and operational and logistical factors will ultimately influence the supported combatant commander's guidance to the MARFOR.

In addition to the supported combatant commander's planning guidance, the Service headquarters will provide its own guidance to the Marine component commander to ensure operational requirements in support of all combatant commanders are considered in the planning effort.

To assist the MARFOR to plan and coordinate, an executive coordination group (ECG) will be established by the Deputy Commandant for Plans, Policies, and Operations (DC, PP&O), with OPNAV (N75), during initial MPS reconstitution planning. The ECG will develop the framework for reconstituting the MPS and advise the MARFOR on Service headquarters' priorities.

Reconstitution is fully complete once MPSRONs redeploy and reintegrate into and finish their MMC.

SECTION I. A TOTAL PROCESS

Reconstitution is a total process that includes planning, establishing a C2 structure, developing and maintaining supply lines, assembling supporting personnel and equipment, deployment, site development, coordination, redeployment and finally, completing the process at BICmd (see fig. 8-1 on p. 8-2). It could also include reorganizing forces, redistributing resources, and regenerating and replenishing equipment and supplies needed to fully execute reconstitution operations. Reconstitution focuses on those efforts in theater to rebuild the MPF capability with in theater resources for a specific time (normally not exceeding 6 months) and may include limited replenishment from the CONUS to achieve the combatant commanders' and MARFOR's readiness objectives. Extensive replenishment of MPE/S will primarily take place in the CONUS during the MMC process. It may take 3 to 5 years after a major regional conflict to fully reconstitute the entire MPF. Reconstitution is conducted in two distinct phases: planning and execution.

Phase I, Planning

Stage I, Predeployment

Stage I begins with establishing the ECG, followed by the following minimum actions:

- Review ECG structure, working groups, membership, objectives, and tasks.
- Develop reconstitution liaison support team (RLST) battle-roster of members to deploy in the theater of operations to support the MARFOR with reconstitution planning and coordination requirements. Details on the organization and tasks of the RLST begin on page 8-10.

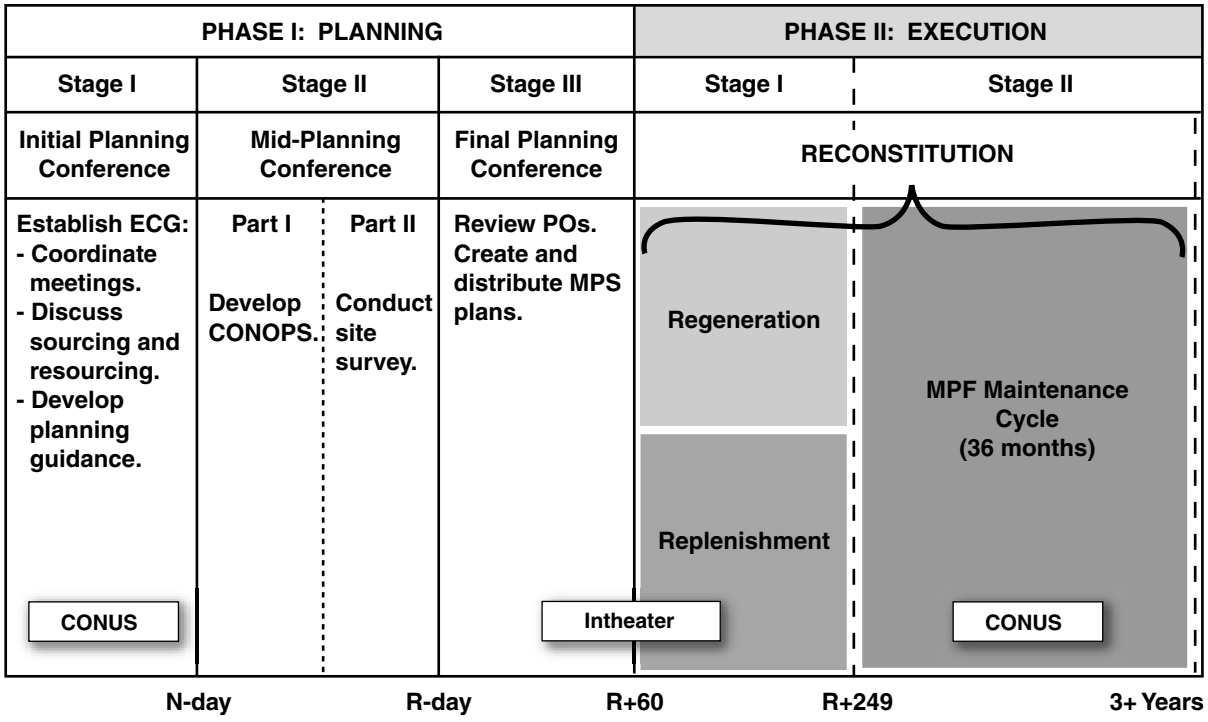

Figure 8-1. Reconstitution Planning and Execution Matrix.

- Hold an initial planning conference (IPC) to develop time lines and initiate coordination of requirements with the designated MARFOR.
- Develop and publish reconstitution planning guidance message based on Chief of Naval Operations (CNO)/CMC guidance (see app. S).
- Schedule an IPC to review options, recommendations, and initial planning guidance.
- Coordinate with MARFOR and combatant commander staffs affected by the MPF employment to develop future requirements and review reconstitution objectives.
- Source the ECG members to report for planning to the senior member of the ECG (PP&O, PO).
- Coordinate with PP&O reconstitution and redeployment planning team to ensure essential elements; i.e., priorities for MPF reconstitution, guidance on level of in theater, outside AOR and CONUS reconstitution are included in the HQMC planning guidance message.
- Recommend changes to the MMC to DC, PP&O, and associated changes to ship's maintenance and hull certifications as required to MSC (via PP&O).
- Request MARFOR decision in coordination with combatant commander, on locations for reconstitution backload, maintenance, washdown, and staging areas.

The IPC is designed to collectively review doctrine, refine procedures, and begin initial reconstitution planning at the Service headquarters and supporting establishment levels based on initial MARFOR input.

Stage II, Post-Employment

Once the MPF employs and is conducting MAGTF operations ashore, the ECG coordinates the mid-planning conference (MPC).

The MPC is usually held before terminating MAGTF operations. It marks the end of advance

planning and the beginning of operational planning and execution. Conference participants will bring an assessment of their reconstitution capabilities and requirements. The MARFOR's representative will bring the proposed retrograde plan and a summary of operational considerations, which may impact reconstitution operations. Actions required during the MPC include the following:

- Review and validate MPF operational and logistics requirements.
- Prepare sourcing and PO attainment strategies for MPF reconstitution. Attainment is the process to assemble the quantity required of an item from new acquisitions, the stores' systems or unit T/Es.
- Develop plans, orders, and LOIs.

The RLST prepares for deployment into the theater of operations (in coordination with the MARFOR and combatant commander's staff) to support on-site planning and coordinating the reconstitution of the MPS. The following actions by the ECG and RLST are planned during this stage:

- Review and validate the members of the RLST and coordinate deploying personnel with MARFOR.
- Begin validating and updating planning assumptions and the extent of reconstitution actions.
- Establish the composition of support personnel to include MEF LNOs and Marine Corps Systems Command (MARCORSYSCOM) program manager representatives for deployment to reconstitution sites.
- Schedule the MPC in the CONUS or intheater (depending on anticipated required time line) to accomplish the following:
  - Review the extent of MPE/S downloaded from the MPS and the impact on attainment planning factors.
  - Continuously review MPE/S usage and damage reports to use as planning factors to determine the overall attainment timeline.
  - Review/validate the established PO and provide recommended changes for future POs based on attainment, fielding, and acquisition factors.
  - Review HQMC published guidance on the overall redeployment, deactivation, and reconstitution plan to verify possible impact on MPS reconstitution; e.g., available units.
  - Review the list of equipment to be returned to the MPF reconstitution area; required equipment condition codes; unit equipment preparation responsibilities; and locations equipment must be returned so the SPMAGTF/CSSD can prepare to reconstitute aboard the MPS.
  - Review MPS and MPSRON priorities for reconstitution within the context of other requirements such as assets for follow-on missions, MEUs, equipment redeploying back to home station, theater sustainment stocks, and other prepositioned assets.
  - Establish MARCORLOGCOM support composition, to include BICmd TAAT, for deployment to the reconstitution site.
  - Review the sourcing and organization for the reconstitution elements; e.g., Marine Logistics Command (MLC) or SPMAGTF/CSSD (see app. T for notional T/O and T/E).

Stage III, Transition to Execution (Phase V, MPF Operations)

Stage III begins with establishing a designated redeployment day (R-day) when MARFOR and NAVFOR units may begin reconstitution. Before the first MPS can be backloaded with MPE/S, they must be prepared for long-term storage. At least 60 days of preparation activities (maintenance, cleaning, level-A packaging, preservation, etc.) will likely occur before the first ships' MPE/S are staged and ready for backload between R-day through R+60. The MARFOR will schedule a final planning conference (FPC) intheater, once R-day is established, to accomplish the following:

- Review the redeployment time line and impact to reconstitution operations.

- With assistance of the RLST, the MARFOR will develop a final time line and estimated completion dates for reconstitution of the MPS in theater. This plan requires final approval from the MARFOR in coordination with the combatant commander and Service headquarters.
- Finish preparing staging, washdown, maintenance, and warehousing sites.
- Review and submit critical, high demand, support equipment (LVS, MHE, container-handling equipment [CHE], generators, etc.) requirements to the MAGTF CSSE.
- Review available equipment from the CONUS (MARCORLOGCOM and Naval Facilities Engineering Command [NAVFACENGCOM]) and determine impact on the time line and on the last date to ship assets from the CONUS in theater.
- Review the overall process to include:
  - MPE/S turn-in, receipt, and inventory procedures.
  - Advance lists of equipment to be returned to the reconstitution sites.
  - Required MPE/S condition codes.
  - Unit responsibilities for preparation of MPE/S for turn-in and turn-in locations.

Reconstitution differs from redeployment in purpose and scope both in terms of the redeployment of the MAGTF, and the redeployment of the MPSRONs. During the reconstitution phase units no longer involved in the MAGTF employment mission will either redeploy or be reassigned to support the reconstitution mission. These concurrent, mutually supporting actions call for detailed integration in planning and execution to ensure adequate personnel remain in theater to assist in the MPF reconstitution efffort.

Phase II, Execution

Reconstitution occurs outside the CONUS (OCONUS) and CONUS. Depending on force protection, available infrastructure, number of MPSRONs being reconstituted and reconstitution asset locations, OCONUS execution may occur in locations outside the AOR and include CONUS efforts that could expand beyond BICmd. When planning for reconstitution, regeneration, and replenishment actions, the MMC process must be fully integrated into the overarching plan to ensure seamless attainment of the PO. The RLST ensures this process transitions from intheater operations to the CONUS; transition continues until all the MPS are integrated into the MMC schedule and the normal maintenance and hull certification process is underway. A repositioning of prepositioned capabilities aboard MPS must also support global operational requirements that cross combatant commander AORs if more than one MPSRON is used to support MAGTF operations ashore.

Stage I, OCONUS (In Theater)

The supported combatant commander will designate the Marine component commander in the AOR to reconstitute the MPF. A SPMAGTF or CSSD will perform the functions to reconstitute the MPE/S to its pre-conflict status or a designated operational readiness status. During reconstitution, replenishment of assets from CONUS occurs for those assets that MARCORLOGCOM and NAVFACENGCOM can transport into the AOR within the reconstitution time line. Assets may also be available in theater.

The operational/redeployment time line, directed by the supported combatant commander, will ultimately determine the extent and duration of in theater reconstitution.

Stage II, CONUS (BICmd)

COMMARCORLOGCOM is designated by HQMC as the executive agent to coordinate the reconstitution of Navy and Marine Corps MPE/S in the CONUS and support reconstitution requirements OCONUS. BICmd is designated as the

executive agent for MARCORLOGCOM for the maintenance and readiness of MPE/S.

Fiscal, strategic air/sea lift, storage facilities, labor, and equipment production are all variables that will influence selecting reconstitution sites. Past operations show that reconstitution in the CONUS occurring at BICmd with depot-level repairs occurring at Marine Corps Logistics Base, Albany, GA and support from the Defense Logistics Agency (DLA) is most effective.

SECTION II. PARTICIPANTS AND RESPONSIBILITIES

HQMC

Operations Division (PO)

- Establish the ECG and identify the chair/co-chair members as required.
- Plan, coordinate, and conduct an MPC.
- Coordinate with the JS, combatant commanders, and MARFOR staffs for recommendations of operational priority for MPS backload.
- Fill RLST LNO requirements to the MARFOR.
- Assign appropriate personnel to support planning and coordination.
- Coordinate the publication of CMC guidance for reconstitution and redeployment of the MPF and operating forces to include reserve deactivation and required adjustments to the unit deployment program.

Logistics Branch (LP)

- Promulgate policy guidance for logistics in support of reconstitution.
- Identify an asset redistribution policy based on availability.
- Assign appropriate personnel to support planning and coordination.
- Fill RLST LNO requirements to the MARFOR.

Aviation Logistics Branch (ASL)

- Promulgate policy guidance for reconstitution of aviation supplies and equipment and AGSE.
- Assign personnel to support planning and coordination.
- Fill RLST LNO requirements to the MARFOR.

Programs and Resources (P&R)

- Promulgate funding guidance for MPF reconstitution.
- Develop and track a budget for reconstitution and provide funding.
- Assign appropriate personnel to support planning and coordination.

CNO

- Designate co-chair members of the ECG.
- Assist in the planning and coordination of Navy personnel attendance at planning conferences.
- Develop an asset redistribution policy to attain to the PO.
- Prescribe acceptable levels of MPE/S readiness based on operational requirements.
- Provide funding for lighterage repair, ship maintenance, and MPE/S reconstitution.
- Fill LNO requirements to the NAVFOR.
- Designate appropriate personnel to support planning and coordination.
- Promulgate CNO guidance for reconstitution.
- In coordination with NAVFOR, fleet units, and MARCORSYSCOM, determine and submit fiscal requirements to support intheater reconstitution of Navy units.

Ordnance Programs and Policy Branch (N411) and Head Budget and Legislation (N78C1)

- Determine and submit fiscal requirements to support intheater reconstitution of Class V(A).

CHAPTER 9
MMC

MPF interoperability is the ability of a MEB or other sized MAGTF sourced from MARFORLANT or MARFORPAC to conduct MPF operations with any of the associated NSEs and MPSs from any of the three MPSRONs. Interoperability is enhanced through commonality in the following:

- MPF operational and logistics planning.
- Ship load plans and AIS documentation.
- Training.
- Through close association with NSE planners and MPSRON staffs. Interoperability is achieved when ships are loaded and documented with as-loaded ships' deck diagrams and the multiple plans and reports described below.

The MPF program sponsor (HQMC POE) chairs an annual MPF Program Review Conference that brings all Navy and Marine Corps MPF program representatives together to discuss operational issues and review MPF policy and procedures that affect the MPF program.

The MPF Program Review Conference is a sounding board for policy issues before they are forwarded to the prepositioning oversight working group (POWG). POWG issues are brought to the attention of the Navy Requirement Board (NRB) and/or Marine Corps Requirement Board (MRB) for possible consideration by HQMC functional advocates and the Navy and HQMC Requirements Oversight Councils. The Councils resolve or develop recommendations for the CNO and the CMC to guide decisions on Service-level MPF policy and management matters.

MPF Tailoring Process

The goal of the MPF tailoring process is to provide a PO that supports MPF MEB requirements within the constraints of MPS capacities. Since the capacity to preposition all MPE/S may not always be possible, embarkation analyses and potential tradeoffs in prepositioning certain types of equipment must be examined before new assets are procured or sources from existing stocks are used for MPF.

The tailoring process begins when proposed changes or additions to MEB structure and/or capabilities result in desired changes within the MEB T/E. Recommendations from the forces may include increases in MPE/S. Before changes can occur in the PO, a space assessment or maintenance requirements review should be conducted to determine if the MEF's desire to add equipment to the PO is feasible. Equipment obsolescence may drive changes. It is through the tailoring conference these issues are discussed and agreed upon.

Replacement gear is not normally added to MPE/S unless there is a significant quantity increase or a major change in the equipment's configuration. *For the above reasons, it is imperative that PMs become familiar with the tailoring process to ensure reviews of any newly fielded assets occur as they relate to the MPF program*. The process ends with a decision and a coordinated plan to adjust the PO, which will be implemented through the next scheduled MMC for the designated MPSRON's 36-month cycle. Specific procedures are located in NAVMC 2907.

The MPF logistics sponsor (HQMC LPO) chairs the MPF tailoring conference. The following commands and staff organizations are designated as the lead agencies for initial determination of prepositioning requirements:

- HQMC (CODE LPO): meals, ready to eat (MREs).
- MCCDC: PEIs.

- MARCORLOGCOM: packaged POL for ground equipment, personal demand items, personal equipment, medical supplies, and repair parts.
- MARCORSYSCOM: ground ammunition.
- NAVAIRSYSCOM and HQMC (DC, Aviation): POL for aviation, Class V(A), aviation support equipment, and AGSE.

Dry Dock Requirement

The length of the MMC has been extended to 36 months vice the previous 30-month requirement, due to the addition of the MPF(E) ships. Code of Federal Regulations (CFR) Title 46, *Shipping*, mandates that each vessel must go into dry dock every 5 years for a hull inspection. CFR Title 46 also provides for an underwater survey in lieu of dry docking, allowing ships to have an underwater hull inspection every other 36-month cycle. Due to this requirement, MPE/S are offloaded, tested, modified if required, inventoried, calibrated, maintained, and modernized. Shelf life stocks are rotated if necessary.

MMC Sites

Most MMC activities are undertaken at BICmd in Jacksonville, FL with the exception of ammunition, bulk fuels, and some of the depot maintenance required for certain assets. Dry dock ship hull certifications, when required, are performed at a port contracted by the ship's operating company.

Key Coordination Commands and Activities

Many commands are involved in MMC operations. Operations can be joint, multiservice or single Service. The goal of MMC is to ensure the operability of the MPS and the embarked MPE/S. The following three command categories identify the numerous organizations that have an impact on MMC. Extensive coordination and communication among all interested parties is essential for successful operations.

Supported Commands

- Geographic unified commands.
- Pacific Fleet.
- Atlantic Fleet.
- MARFORPAC.
- MARFORLANT.

Supporting Commands

- MARCORLOGCOM (BICmd) (Executive Agent).

Other Commands and Activities

- OPNAV.
- HQMC.
- MARCORSYSCOM.
- I, II and III MEF.
- NAVAIRSYSCOM.
- NAVFACENGCOM.
- Naval safety center.
- MSC.
- MPSRONs.
- USCG Captain of the Port, Marine Safety Office, Jacksonville, FL.
- SDDC, Eastern Area, Bayonne, NJ.
- Personnel Support Activity, Jacksonville, FL.
- DESC.
- Explosive Ordnance Disposal Group Two.
- Naval Air Station, Jacksonville, FL.
- Healthcare Support Office, Jacksonville, FL.
- NBG.
- NAVCHAPGRU.

MPE/S Continuum

The MPE/S continuum consists of four phases: acquisition, supply, MMC, and afloat (see fig. 9-1). After each 3-year afloat phase, MPSRONs cycle back to the MMC phase.

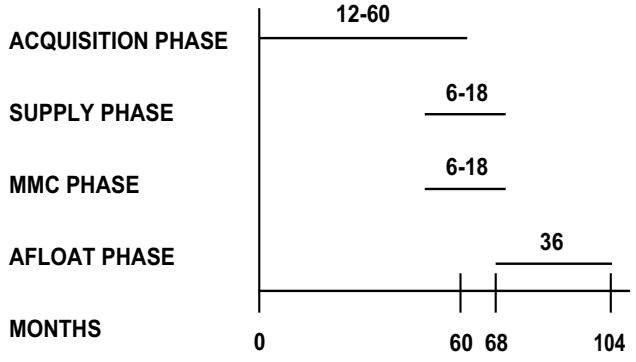

Figure 9-1. MPE/S Time Line (in Months).

Acquisition Phase

Activities conducted during the acquisition phase are programming and budgeting, procurement, delivery of end items, and issuing initial provisioning packages. This phase is normally 12 to 60 months in duration, depending on the procurement lead times for certain items.

Any command may initiate a universal needs statement (UNS) to improve an existing capability or provide a new one. The UNS must be signed by a general officer and endorsed by the MARFORs. MCCDC will staff the UNS to the appropriate HQMC advocates upon receipt from the MARFORs. If a nonmateriel solution is warranted, action will be assigned to the appropriate MCCDC organization; e.g., Training Command or EFDC division. If a materiel solution is warranted, an initial capabilities document will be modified or drafted. All requirements documents are staffed to the HQMC Marine Requirements Oversight Council for validation.

Validated Marine Requirements Oversight Council materiel solutions are then forwarded to the JS's J-8 capabilities directorate to begin their assessment required within the Joint Capabilities, Integration and Development System. J-8 personnel compare the Marine Corps' capability document to other Services' to ensure there is no duplication and that the capability would not interfere with joint interoperability. The capability is also considered for possible application by one or all of the Services. If applicable to other Services, the capability will be formalized into the Joint Capabilities, Integration and Development System. However, if the J-8 determines the capability is Marine Corps-specific, the validated materiel solution is then inducted into the Marine Corps programming and budgeting process by the advocate.

Finally, the item is loaded to the Total Force Structure Management System to the appropriate MPSRON TO&E by MCCDC. MARCORSYSCOM will subsequently publish a letter of adoption and procurement or a user's logistics support summary for fielding the new item. Key questions asked before an item is acquired follow:

- Is this item going to be placed on MPSs? Look at the appropriate MPSRON TO&E to see if it is being proposed for inclusion into the PO and NAVMC 2907.
- Is this a new item? If so, does anything need to be dropped from the E/L? If yes, what has to come off the MPS or E/L to accommodate this new item due to ft^2, ft^3, and net explosive weight limitations?
- Is this a replacement item? If so, is there an increased requirement for stowage space? When is the item to be fielded? Is the item going to be fielded prior to the conduct of the MMC?
- Are there any special maintenance requirements that cannot be met while afloat for 36 months that may prohibit the asset from performing its intended capability? If yes, the asset should not be prepositioned.

These are only a small sample of questions that need to challenge each proposed new MPE/S item. These proposed prepositioning quantities are still subject to review by the MPF tailoring system. See NAVMC 2907 for specific procedures.

Supply Phase

This phase begins immediately upon the delivery of PEIs and supplies made to a specific government activity. Items are entered into various AIS to manage maintenance, embarkation, and accounting actions. Inventory activities that manage shelf life expiration dates are undertaken in this phase; stock rotation is considered. Due to the MMC being extended to 36 months, shelf life criteria had to be modified. "Type I" (nonextendable) shelf life items have a shelf life code of "Q" (36 months shelf life), where at least 30 of the 36 months must be remaining at the time the MPS sails. "Type II" (extendable) shelf life items have a code of "6" (24 month shelf life), where at least 18 of the 24 months must be remaining at the time of sail, unless otherwise authorized by the MEF.

When the MPS onload completes, BICmd will provide the MEF with a list of PEIs and stock list 3 (SL-3) (component listing) shortages that do not meet the minimum criteria (key information for units compiling their FIE requirements). This 6- to 18-month phase runs concurrent with the MMC activities conducted before the afloat phase.

MMC Phase

The MMC phase takes approximately 18 months, which includes the MEF's planning efforts. Actual ship offload and backload takes about 2 months. During the MMC phase, the applicable MEF commander may assign a liaison team to BICmd. BICmd prepares the MPS load plans and other planning related documents. This phase is completed once the MPS returns from dry-dock or hull recertification and embarkation of the revitalized stocks is completed.

Note: The MPF MEU E/L is also called the MEU slice since it is a subset or a smaller portion of the MPF MEB E/L.

Afloat Phase

The afloat phase begins at the completion of the ship's backload. Scheduled and nonscheduled shipboard maintenance is conducted by the maintenance contractor. MEF level exercises are periodically conducted in support of the JS and unified commander's MPF training plans. In addition to normal training benefits, these exercises also provide an opportunity to adjust the load and make repairs to equipment, which due to space restraints aboard the ship, couldn't normally be conducted.

MMC Planning Documents

BICmd combines MEF guidance, the published MEB T/E, and NAVMC 2907 designated for that MPSRON to create plans.

MPSRON Spreadload Plan (by Ship)

The MPSRON spreadload plan ensures to the maximum extent possible that PEIs are embarked in accordance with MCO P3000.17A. End items normally cannot be stowed on a ship to increase their priority in the MPSRON offload sequence unless this asset provides a capability that is essential to the forces, it was loaded in error during a previous cycle or the unload sequence of the ships is changed. This is especially true for stores account code one (SAC 1) assets funded by BICmd.

MSE Plan

The MSE plan assigns PEIs to a specific MSE; e.g., GCE or ACE. This allocation of assets is determined by requirements stated in the published MEB T/E and complies with the quantities listed in NAVMC 2907.

Master Plan

The master plan provides information needed to identify all assets being loaded in containers, mobile-loaded, square loaded or in the armory.

Capability and Habitability Sets Plans

Before an MMC, the MEF commander is responsible for submitting recommended changes to the capability/habitability set plans. The same sets exist in each MPSRON, but the contents may be loaded differently in set containers. Once BICmd receives the lists of assets making up each of the capability/habitability sets, their contractors must ensure current POs and previous maintenance cycle's ships breakout facilitate the commander's desires. Capability/habitability sets are designated by MSEs and should be filled by that MSEs PEI allocations. Sets are normally located on the weather decks for rapid access in a contingency.

Container Plan

The container plan provides each MSE a listing of all items and capability and habitability sets components to be containerized. Whenever possible, sustainment MPE/S should be loaded into containers to increase mobile loading capacity. Several variations of the container plan provide vital information to personnel loading or configuring the equipment.

Mobile Load Plan

The mobile load plan identifies the MPE/S that are to be loaded on vehicles and trailers. The mobile load will, to the greatest extent possible, be assigned to the same MSE as the PEI. While exceptions to this policy are unavoidable, they must be kept to a minimum and identified to the MEF. Several mobile load reports provide different levels of information. The "commodity mobile load report" provides the greatest amount of details to the readers. It lists information on assets to be loaded on a particular platform; the owning unit; if vehicles have a winch; stowage location; and maximum height allowed.

Square Load Plan

The square load plan identifies all rolling stock and break bulk (MPSRON 2) items, plus any deck-loaded containers. The primary tools for this plan are the MDSS II and the CAEMS. These systems function to provide a database and two dimensional deck diagrams. ICODES is the DOD standard system that will replace CAEMS. It will combine linked-data libraries and artificial intelligence to develop loads considering HAZMAT; information affecting cargo placement (height, ship's TSS); and cargo and equipment accessibility.

Association Plan

The association plan is made up of those items that are not SL-3 using unit responsible items, but are required or desired by the forces to be loaded with another PEI.

Armory Plan

The armory plan consists of all items to be loaded into the armory for security reasons. This includes all weapons organic to tanks, LAVs, AAVs, and pilferable items such as data scopes and binoculars. The armory association plan provides a list of the weapons systems and their associated weapons with the quantity to be loaded.

Battery Plan

The battery plan shows the breakout by ship of the battery core block listed in NAVMC 2907.

Ammunition (Class V) Plan

The ammunition (Class V) plan is coordinated by the MARFOR, MARCORSYSCOM, and

NAVAIRSYSCOM. It is not currently provided to BICmd and is not a part of the prepositioned planning module currently in use to build plans.

POL (Class III) Plan

The POL (Class III) plan shows the breakout by ship of the packaged POL block listed in NAVMC 2907.

MRE (Class I) Plan

The MRE plan shows the quantity of MREs and the required containers to be loaded on each MPS.

Repair Part (Class IX) Plan

Repair parts for prepositioned and FIE assets are loaded on only the primary and alternate flagships.

SL-3 TAMCN Plan

In accordance with MCO P4400.150 series, NAVMAC 2907 captures SL-3 items listed under "Using Unit Responsibility" assigned a TAMCN and included on a unit's T/E. The SL-3 plan was developed to ensure these TAMCN controlled SL-3 items are loaded with the proper PEI.

Communications and Information Systems and OPP Plans

The communications and information systems (CIS) plan lists those items the shipboard MCMC feels is necessary to maintain prepositioned equipment while afloat. The OPP lists those items prepositioned aboard each of the vessels in support of the OPP and debarkation teams when preparing for an offload.

End of Ship and End of MMC Reports

At the end of each ship's cycle, all data for the load out on that MPS is turned over to the RAC team and liaison team's OIC and forwarded to the MEFs for dissemination to their MSEs. Reports are maintained by BICmd, MARFORPAC, MARFORLANT, all three MEFs, and their MSEs. Reports follow:

- Unit equipment report. This report identifies any deficiencies from the PO that should be included in the FIE. Subjects follow:
  - Class II, Clothing, Individual Equipment, Tools, and Administrative Supplies.
  - Class III, Packaged POL.
  - Class IV, Construction Materials Core Block.
  - Class VII, Major PEIs.
  - Class VIII, Medical Materials Attainment.
- Calibration report.
- SL-3 shortage report (includes sets, kits, and chest).
- Theater Army medical management and information system (TAMMIS) report. TAMMIS provides data pertaining to medical (Class VIII) supplies. TAMMIS replaces the medical logistics United States Air Force (USAF) AIS system and does not interface with MDSS II. TAMMIS will be replaced in the future by defense medical logistics support systems, which will interface with the Transportation Coordinator's Automated Information for Movement System (TC-AIMS), the replacement for MDSS II.
- Repair parts and secondary reparables (SECREPs) (Class IX) attainment report. This report is for primary and alternate flagships only.